

# Martell's Brandies

are known and asked for all over the World.

Sole Agents,

H. Price & Co.,  
12, Queen's Rd., Central,  
458

# The China Mail

ESTABLISHED 1845.

D. C. L.  
Old Tom Gin.

The most reliable Gin on this market.

Sole Agents,

H. Price & Co.,  
12, Queen's Rd., Central,  
458

No. 12,861.

號七十月六年四零百九千一英

HONGKONG, FRIDAY, JUNE 17, 1904.

日四初月五年辰甲

PRICE, \$3.00 Per Month

## TO SMOKERS.

### DUTCH CIGARS.

#### HAVANA CIGARS

LA INDUSTRIAS.....\$6 per Box of 100.  
PREDELECTAS.....\$15 per Box of 100.  
Packed in Boxes of 50, \$7.50.  
ANDALUZAS.....\$30 per Box of 100.  
Packed in Boxes of 25, \$7.50.

#### MAGEWEN, FRICKEL & CO.,

3, DUDDELL STREET  
Hongkong, April 4, 1904. 2547

## Wanted.

### DOCTOR

WANTED Immediately for EMERGENCY SERVICE a Doctor with a good knowledge of English and Chinese. Apply to the Chinese Medical Association, 11, Queen's Road, Central, Hongkong, June 15, 1904. 1123

## WANTED

BEDROOM FURNISHED. Modern and comfortable. Apply to the Chinese Medical Association, 11, Queen's Road, Central, Hongkong, June 15, 1904. 1123

## WANTED

A DAILY GROOMER, to look after the horses of the Chinese Medical Association. Apply by letter to the Chinese Medical Association, 11, Queen's Road, Central, Hongkong, June 15, 1904. 1054

## Intimations.

TENDERS are invited for the supply of MASONRY, PLUMBERS and SHARPERS to the Naval Yard. For Particulars and Forms for tendering apply to the Chief Constructor's Office, Naval Yard, Hongkong, June 15, 1904. 1122

## NOTICE

I have taken over the Business of The EASTERN MANUFACTURING CO. and shall continue the same under the Firm name of ROMBACH and Co. A. ROMBACH. Hongkong, June 15, 1904. 1121

## NOTICE

We have authorized Mr. J. OFFENHEIM to SIGN our Company per Procuration. HOLLAND-CHINA TRADING CO. Hongkong, June 14, 1904. 1111

## MACAO AND CANTON HOTELS.

### A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable. Wm. FARMER, Proprietor. Hongkong, March 10, 1904. 482

## MEE CHEUNG,

HIGH-CLASS PHOTOGRAPHER. Developing and Printing for Artists. ENLARGEMENTS A SPECIAL FEATURE. BRANCH HONGKONG HOTEL CORRIDOR. 1587

## THE POPULAR

### SCOTCH

#### IS

### "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to H. M. THE KING and THE PRINCE OF WALES

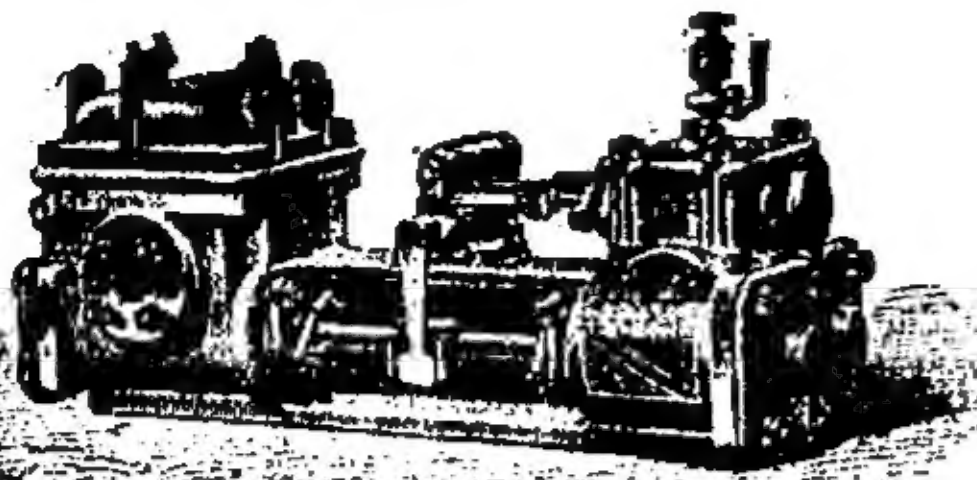
Supplied at all the leading Hotels and Restaurants, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central.

## Business Notices.

### Duplex Steam Pumps

MANUFACTURED BY

DEANE  
STEAM  
PUMP CO.,  
U.S.A.



Pulsometer  
Engineering  
Company,  
England.

NEW PATENTS—RETAINED OF REGULAR SIZES, FOR  
BOILER FEED AND GENERAL SERVICE.

W. S. BAILEY & CO.,  
20, CONNAUGHT ROAD.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

### Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain R. D. Thomas.  
s.s. POWAN, 2,383 tons, Captain G. F. Morrison, R.N.R.  
s.s. FATSHAN, 2,260 tons, Captain W. Valentine.  
s.s. HANKOW, 3,073 tons, Captain B. Branch.  
s.s. KINSHAN, 2,260 tons, Captain J. J. Louisa.  
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted). 5.30 p.m. and 9 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday Excepted).  
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

### Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

### Canton-Wuchow Line.

s.s. SALNAM, 568 tons, Captain J. Wilcox.  
s.s. NANING, 568 tons, Captain C. Butcher.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
Or of BUTTERFIELD AND SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

### WILLIAM MACLEOD, D.D.S.,

#### DENTIST.

117 & 112, BRACONFIELD AVENUE,  
Hongkong, September 22, 1903. 1758

### DR NEWELL WILSON,

#### DR WILLIAM DANIEL,

#### DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEE.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 a.m. to 1 p.m. and 2 to 5 p.m.

31, QUEEN'S ROAD CENTRAL  
(First Floor, WATKINS BUILDING).  
Hongkong, February 18, 1904. 2206

### HARRY FONG,

#### AMERICAN TRAINED DENTIST,

ELECTRICAL and Latest Improved  
Appliances.  
41, QUEEN'S ROAD CENTRAL,  
Entrance on Lee Yuen Street.  
Hongkong, June 1, 1904. 1030

## Bovril gives strength,

nourishment and sustenance. It is agreeable to the taste, is stimulating in its effects, is easily assimilated and digested. Bovril contains blood-enriching and muscle-building properties. Some of the leading athletes of the day train on Bovril.



To be obtained at all Grocers, Chemists, Hotels, &c., throughout Hongkong, China and Japan.

### 榮 CHEE WING & CO., 榮

28 & 29, LEE YUEN STREET (WEST)  
HONGKONG.

#### DEALERS IN

IRON WARE, &c.

STEEL GIRDERS and TEES,

CORRUGATED IRON, PIG IRON, &c.,

Suitable for

SHIPS, ENGINEERS and HOUSE BUILDERS.

Hongkong, May 29, 1904. 1227

## PURE LINSEED OIL

Awarded Bronze Medal at the Paris

Exhibition, 1900.

Gold Medal at the Indian Industrial

Exhibition 1893, 1900 & 1901.

MANUFACTURED BY

THE GOURGORE CO., LD.,

CALCUTTA.

Contractors to the Military and

Public Works Departments,

State Railways, and all

Large Contractors

throughout India, the East,

and the Colonies.

W. E. LOXLEY & CO.,

Sole Agents,

Hongkong.

Cable Address "LOXLEY," Hongkong.

Hongkong, July 22, 1903. 1519

### CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers,

Jewellers, Gold & Silverware.

NAUTICAL, SCIENTIFIC AND

METEOROLOGICAL

INSTRUMENTS.

VOYAGERS' COMPASSES

BINOCULARS and TELESCOPES.

Royal's Liquid and other COMPASS

ADMIRALTY and IMRAY CHARTS.

NAUTICAL BOOKS.

English Silver & Electro-Plated Ware.

Christie & Co.'s Electro-Plated Ware.

GOLD & SILVER JEWELLERY

in great variety.

DIAMONDS

DIAMOND JEWELLERY.

Splendid Collection of the Latest LONDON

PATTERNS, very moderate prices. 473

NO. 9, PEDDER'S HILL. Most

elegantly FURNISHED ROOMS,

with or without Board. Monthly Boarders

accepted.

Apply within.

Hongkong, April 19, 1904. 741

## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Dagger,' 'Demon,' and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc. Bell's Asbestos Expansion Tape, Millboard, Insertions, and Rope.

Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large Stock of Engine and Cylinder Oils always in hand.

Bell's Asbestos—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.

Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.

Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers, Hongkong.

Office, 6 Des Voeux Road, opposite King Edward Hotel entrance.

### LANE, CRAWFORD & CO.

Without doubt this is the Finest Blend of TEA at the Price, to be had in China.

A 5 or 10 Catty Box contains one of the most acceptable Presents to those at Home.

Home.

1904.

CUMSHAW

TEA

LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED

FOOCHOW TEA.

PRICES:

Including Freight, Duty and Delivery to any address in the United Kingdom.

Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

MAC LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from

LANE, CRAWFORD & CO.,

SOLE AGENTS.

Hongkong, May 6, 1903. 983

### FAIRALL & CO.,

GENERAL DRAPERS,

MILLINERS and DRESSMAKERS.

ARE NOW MAKING:—

MUSLIN FROCKS from \$30.

LINEN COSTUMES from \$30.

LINEN CRASH GOWNS from \$28.

NEW ASSORTMENT OF CHILDREN'S SHOES JUST RECEIVED.

Hongkong, June 10, 1904. 1096

### TANG YUEN.

BOARDING ESTABLISHMENT.

Splendid View of the Harbour.

No 18 MACDONNELL ROAD.

Under European Management.

Apply at the House,

or

At FAIRALL & CO.,

Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 97

### NOTICE

THE HOTEL AMERICA has Changed

Hands and is under entirely new

management in which Mr. FRED NOLTI

has no further interest from the 1st June,

1904. The present Proprietors are not

answerable for any Debts contracted by the

Hotel before that Date.

Hongkong, June 9, 1904. 1086

### THE KOWLOON HOTEL,

KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORN,

Proprietor and Manager.

Hongkong, January 20, 1904. 136

### KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' and Gentlemen's Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator in each Floor.

Table D'Hôte at Separate Tables.

For terms, &c., apply to the

MANAGER.

Hongkong, June 10, 1904. 122

### COMMERCIAL UNION

ASSURANCE Co., Ltd.

TOTAL FUNDS EXCEED \$70,000,000.

FIRE, MARINE, TYPHOON, ACCIDENT, FIDELITY, GUARANTEE and PLATE GLASS Policies issued.

W. H. TRENCHARD DAVIS,

Branch Manager & Underwriter.

Hongkong, June 11, 1904. 1101

## Business Notices.

### GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net, \$4.75 per cask, ex Factory.

In bags of 250 lbs net, \$2.85 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed

Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL MANAGERS.

212

## Cutler, Palmer & Co.,

(Wine Shippers to China since 1816),

Have always Stocks of their well-known Brands with

Hongkong, 16th July, 1901. SIEMSEN & CO. 144

## CHAMPAGNES

FROM : : :

CHARLES HEIDSIECK

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN

THE

## HONGKONG HOTEL.

REPLETE WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.

LARGE AND AIRY RECEPTION ROOMS.

READING AND PRIVATE BILLIARD ROOMS.

EUROPEAN CHEF.

2196

## CONNAUGHT HOUSE HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply

THE MANAGER.







was in sole charge, was opening nearly all day.

This is the first time any surgery on modern lines has been done in Tibet. The hospital was an abandoned Tibetan dwelling house and the operating theatre was a group of empty cowsheds outside. The Tibetans were evidently impressed by our humanity, and seemed to regard Lieutenant Davis as some incarnation of the medicine god.

Every one was shown to the wounded who were sent to their homes on hired yaks.

SIMLA, June 2.

General Macdonald reports, under date 1st instant, that Mounted Infantry reinforcements sent out in all directions between Pheri, Tuna and Kakas show the country to be clear of any force of the enemy on the line of communications.

June 3.

The Raja of Chamba has offered to give twenty hill ponies for service with the Mounted Infantry of the Tibet Mission.

## JAPANESE PIGTAILS.

Some of these invertebrate beings who deem it anathema to believe in the justice of any cause with which their country is associated (say the *Pail Mail* *Journal*) have graciously fixed on the news from the Pail Mail, a present sort of holy writ to these gentry, that Japanese spines had been captured whose heads were decorated with genuine pig tails. From this they have argued that, as these birds appendages are not grown in a month of Sundays, these bloodily-revered allies of Great Britain must have been in the habit of using a very long time some, and the length of a pig tail, as a rule.

Now, enough! just as well try to do over any while reasoning power from jelly fish except the *Kelton* which is not any virtue in such proceedings. But the truth is that Japanese pig tails have no such virtuous significance. Numbers of Japanese who have been residing in China for years past and that by living and dressing exactly as Chinese their business was facilitated and their appearance made to an extent hardly creditable. If the Chinese gentry, therefore, of the Japanese some several years have for a long time past devoted themselves to the cultivation of Chinese customs, including the growth of the pigtail. Large numbers of these highly intelligent men have undoubtedly been acting as agents of their Government in Manchuria, and it is these whom the Russians have described as officers on the Japanese General Staff. So much for the author of the many canards in connection with this war.

## INDIAN ARMY NEWS.

The following posting of officers joining the British battalions in India to qualify for admission to the Indian Army are noted: Second Lieutenants Bunsford, Devonshire Regiment, to the 1st Devonshires; Hinde, Middlesex Regiment, to the 1st Middlesex; Roberts, West India Regiment, to the 1st Royal West India; Skinner, Worcestershire, to the 2nd King's Own Scottish Borderers; Langrish, Royal Irish Regiment, to the 1st Royal Irish Rifles; Kennedy, Bedfordshire, to the 1st Bedfordshires; Ordimer, Royal Irish Rifles, to the 1st Essex; Bredley and Hopwood, Lincolnshire Regiment, to the 1st Lincolnshires; Bennett, Manchester Regiment, to the 2nd North Staffshires; Jameson, R.O.S. Borderers, to the 2nd Gordon Highlanders; Tree, Middlesex Regiment, to the 1st Royal Sussex; Soprave, Royal Irish Regiment, to the 1st Royal Irish Rifles; Phythian, Adams and Stone, South Wales Borderers, to the 1st South Wales Borderers; Phillimore, Royal Garrison Artillery, to the 1st Royal Munster Fusiliers; Bradney and Popham, Somersetshire L.I., to the 1st Somersetshire L.I.; Lieutenant Gibbon, Sherwood Foresters, to the 1st Bedfordshires; Second Lieut. Stevenson, 3rd Northumberland Fusiliers, to the 1st Bedfordshires.

It is notified that all classes of Warrant officers in India, however employed, including Assistant Surgeons of the Indian Subordinate Medical Service, Warrant and non-departmental Warrant officers of the Indian Unattached list serving on or after the 1st June 1902, are eligible for the Long Service medal.

**JALINE**

FOR THE DISINFECTING OF  
DRAINS, WATER CLOSETS,  
LABORATORIES, FLOORS,  
WALLS, GUTTERS, Etc.

It is the most Recommendable  
and Cheapest

## DISINFECTING FLUID

FOR GENERAL HOUSEHOLD USE.

A LITRE OF 2 PER CENT.  
IS SUFFICIENT.

Recommended by Sanitary Authorities.

Available in One Gallon Tins or in Casks  
of about 40 Gallons.

Price on Application.

**LUTGENS EINSTAMM & CO.,**  
SOLE AGENTS.

14, DES VORUX ROAD, HONGKONG.

Hongkong, April 9, 1904. 685

THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to

PARTNERSHIP REGISTRATION AND

BANKRUPTCY LAWS IN

HONGKONG.

(Reprinted from the *China Mail*.)

For Sale at the *China Mail* Office.

Price 10 cents.

ADVERTISE

ADVERTISE

ADVERTISE

## The Life of Trade.

A ONE TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for  
Advertising is

**China Mail.**

Read by all Classes in the Colony  
and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century

**THE World's Remedy**

Food, well digested, is the origin of strength. To be strong and healthy, assist your stomach, liver, and kidneys to do their work perfectly by taking Mother Seigel's Syrup, which contains food-digesting ferments and gentle tonics for the stomach, and has cured more dyspeptics than any other medicine in the world.

**MOTHER SEIGEL'S SYRUP**

"I suffered terribly from indigestion," writes Mr. George Collier, of 56, Baronia Street, Redfern, N.S.W., on Oct. 17th, 1903. "Whatever I ate seemed to stick in my throat and caused frightful pains in my chest. Now, thanks to Mother Seigel's Syrup, I am never troubled with indigestion, pains, loss of sleep, or any other ailment and am as well as ever, before in my life." FOR

**Indigestion.**

**DARTING**

A perfect complexion depends on delicacy of skin, which is conferred by

**'DARTING' 'LANOLINE'**

No imitation can bear the 'Darting'. No imitation can be called 'Darting'.

'DARTING' TOILET 'LANOLINE' or 'DARTING' 'LANOLINE' TOILET 'SOAP'.

Demand the genuine

(Wholesale) R. D. B. & Co., Ltd., London, Eng.

**OAKLEY'S 'WELLINGTON' KNIFE POLISH**

BEST FOR CLEANING AND POLISHING CUTLERY - 25 CENTS PER 1/2 LBS. 1/2 LBS. 1/2 LBS.

**KNIFE BOARDS**

PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES

**JOHN OAKLEY & SONS**

BLACK LEAD MILLS LONDON

JOHN OAKLEY & SONS, LIMITED "WELLINGTON" MILLS, LONDON.

**LEA & PERRINS'**

Messrs. LEA & PERRINS beg to announce that, to further safeguard the public against imitations of their world-renowned

**Original Worcestershire Sauce,**

they are now printing their Signature, in white, diagonally across the upper part of the red label on each bottle. Anyone copying the same will be at once proceeded against.

**WORCESTERSHIRE SAUCE.**

The Original and Genuine Worcestershire.

**ENO'S** A SIMPLE REMEDY

FOR ALL 'FRUIT IMPURITIES OF THE BLOOD. SALT.'

It is not too much to say that the merits of ENO'S 'FRUIT SALT' have been published, tested, and approved, literally from Pole to Pole, and that its cosmopolitan popularity to-day presents one of the most signal illustrations of commercial enterprise to be found in our trading records. — *European Mail*.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT'. Without it you have a worthless imitation.

Prepared only by J. C. ENO, L.D., 'FRUIT SALT' WORKS, LONDON, ENG., by J. C. ENO'S Patent.

Sold by Chemists, &c., everywhere.

**Ideal Milk**

ENRICHED 20 PER CENT. WITH CREAM.

Sterilized—Not Sweetened.

A PERFECT SUBSTITUTE FOR FRESH MILK.

**ASTHMA CURE**

**GRIMAULT'S INDIAN CIGARETTES**

Recommended by Medical Authorities in Europe, Asia and America for the immediate relief of Asthma and Bronchial trouble, Laryngitis and irritation of the air passages.

Grimault's Cigarettes ease the feeling of tightness across the chest, and give a general feeling of repose and comfort, so that you need not neglect your business or sit up all night gasping for breath for fear of suffocation.

Directions for use enclosed with each box.

**BETTER THAN GOFABA MATICO**

GRIMAULT & CO. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time, the most innocuous remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copalins, do not cause eruptions on the skin or produce nausea.

**MATICO INJECTION** is used in recent MATICO CAPSULES in the more chronic cases.

For Sale by A. S. Watson & Co., Chemists.

For the CLUB.

For the MESS.

For the HOME.

For Out-door.

For all Men who like a Cigar of delicate aroma.

**"THE YOUNG AMERICAN"** is unrivalled.

## His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	H.P.	Captain.	Last reported as
Alacrity	despatch-boat	1790	—	3000	Comdr. Richard M. Harbord	Shanghai
Albion	battleship, 1st class	12,360	18	13,300	Captain Sydney R. Fremantle	Shanghai
Albatross	ship	1050	6	1400	Commander R. Nugent	Yankee
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Nanking
Andromeda	cruiser, 1st class	11,000	16	—	Capt. R. N. O'Donnell	Wellington
Brilliant	gunboat, 1st class	710	6	1300	Lieut. Com. O. M. Makins	Yankee
Bramble	gunboat, 1st class	710	6	1300	Lieut. Comdr. T. D. Pratt	Yankee
Centurion	battleship, 1st class	10,100	14	13,000	Captain Fagan	Shanghai
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Shanghai
Cherub	water tank and tug	350	—	350	—	Hongkong
Colap	cruiser, 2nd class	5600	11	9000	Comdr. Ernest Barton	Wooan
Esperanza	ship	1070	10	1400	—	Shanghai
Esperanza	torpedo boat destroyer	380	0	5700	—	Shanghai
Esperanza	cruiser, 3rd class	1580	12	3200	—	Shanghai
*Gloria	battleship, 1st class	12,360	18	13,300	Comdr. P. V. Lewis, D.S.O.	Nanking
Handy	torpedo boat destroyer	275	0	4000	Captain Hon. Walter G. Stopford	Hongkong
Hart	torpedo boat destroyer	275	0	4000	—	Hongkong
Hector	torpedo boat destroyer	1840	8	3000	—	Hongkong
Hibernia	cruiser, 2nd class	3800	8	9000	Lieut. Comdr. J. M. Riadore	Shanghai
Janus	torpedo boat destroyer	280	0	3900	Captain W. B. Fendler	Shanghai
Kinshasa	river gunboat	—	4	—	Comdr. G. E. Moore	Hongkong
Leviathan	cruiser, 1st class	14,100	18	31,500	Lt. Comdr. C. P. Metcalfe	Hongkong
Moontan	river gunboat	180	2	800	Captain Francis G. Kirby	Shanghai
Ocean	battleship, 1st class	12,360	18	13,300	Lt. Comdr. F. B. Noble	Wooan
Otter	torpedo boat destroyer	350	0	6300	Captain T. G. Groat	West River
Phlox	torpedo boat destroyer	6105	6	1400	Reserve	Hongkong
Rambling	surveying-boat	855	6	250	Commander John Nicholas	Shanghai
Rinaldo	ship	980	10	1400	Com. D. S. A. Wake	Strait Division
Rohn	river gunboat	85	2	240	Lt. Com. R. E. Vaughan	Shanghai
Rosario	ship	980	0	1400	Comdr. T. Jackson	West River
Sandpiper	river gunboat	85	2	240	Lt. Com. H. T. Atay	Singapore
Sirius	cruiser, 3rd class	3800	8	9000	Capt. C. H. H. Moore	Shanghai
Snipe	river gunboat	85	2	240	Lt. Comdr. Davidson	Hongkong
Sparrowhawk	torpedo boat destroyer	350	0	6300	—	Hongkong
Taka	torpedo boat destroyer	280	0	6300	—	Hongkong
Talbot	cruiser, 2nd class	5600	11	9000	—	Hongkong
Tamar	roving ship	4600	6	—	Captain Lewis Bayly	Shanghai
Teal	river gunboat	180	2	800	Commodore Dicken	Shanghai
Thetis	cruiser, 2nd class	3400	8	9000	Lt. Comdr. E. V. Dugmore	Shanghai
Tweed	east defence gunboat	383	3	290	Capt. J. A. O. Wilkinson	Shanghai
Verganoes	battleship, 1st class	12,360	18	13,300	Lieut. Comdr. R. H. Keate	Shanghai
Vesta	ship	980	6	1400	Capt. Leslie Stuart, C.M.G.	Wooan
Virago	torpedo boat destroyer	355	0	6300	Comdr. S. St. John Farquhar,	Strait Division
Waterloo	surveying ship	820	—	450	Reserve	Hongkong
Whiting	torpedo boat destroyer	380	0	6300	Comdr. Ernest C. Hardy	Shanghai
Woodcock	river gunboat	150	2	500	Lieut. Com. C. W. Wrightson	Upper Yangtze
Woodcock	river gunboat	150	2	500	Lieut. Com. Wason	Upper Yangtze

\* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspen	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Gräsenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirto	Onelco
Achères	French armoured gunboat	1798	—	—	Comdr. Laferrière	Saigon
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Saigon
Argus	French gunboat	—	—	—	Lieut. Orespin	Canlon
Aspic	French gunboat	475	3	450	Lieut. Journa	Saigon
Avalanche	French gunboat	—	—	—	—	Hai Phong
Bengali	French gunboat	580	—	—	—	Toussie
Bugard	French cruiser	3740	29	9000	Capt. Lefevre	Saigon
Casse-lata	French gunboat	—	—	—	—	Hai Phong
*Châteaufort	French cruiser	8018	18	—	Captain V. Poidlon	Hongkong
Comète	French gunboat	525	—	—	Commander Loez	Hai Phong
Decolide	French gunboat	880	—	—	Commander L'Est	Hongkong
D'Assis	French cruiser	4000	31	9000	—	Saigon
Estoc	French gunboat	—	—	—	—	Hai Phong
Queydon	French cruiser	—	—	—	—	Saigon
Henri Rivière	French gunboat	—	—	—	—	Hai Phong
Kersaint	French gunboat	1250	6	2300	Commander Le Gallez	Chenulpo
*Montcalm	French cruiser	9700	12	19,000	Captain Cros	Saigon
Olry	French gunboat	—	—	—	Capt. Hourst	Shanghai
Pascal	French cruiser	4015	27	8000	Comdr. Senne	Hongkong
Redoubtable	French cruiser	9437	8	9071	—	Saigon
Stry	French cruiser	1798	10	—	Capt. Vincent	Saigon
Sully	French cruiser	—	—	—	—	Hongkong
Surprise	French gunboat	625	2	500	—	Saigon
Takling	French gunboat	—	—	—	—	Yankee
Takos	French destroyer	—	—	—	Lieut. Gaillard	Saigon
Vauban	French cruiser	—	—	—	Captain Blondel	Saigon
Vigilante	French gunboat	—	—	—	Lieut. Carol	Canlon
Bussard	German cruiser	1857	15	2900	Comdr. Huss	Sailed for South Africa
Fürst Bismarck	German flag ship	14,000	36	14,000	Captain Provo	Teigtau
Goeben	German cruiser	1775	15	2900	Comdr. von Stunditz	Teigtau
Hansa	German cruiser	8230	34	10,000	Capt. Schroeder	Teigtau
Hertha	German cruiser	6500	37	10,000	Capt. Baron Schimmelmair	Teigtau
Itis	German gunboat	1030	10	1800	Comdr. Baron von M. Hülse	Teigtau
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrandt	Teigtau
Lucas	German gunboat	1030	10	1844	Comdr. Krencke	Teigtau
Möwe	German gunboat	1030	8	975	Comdr. von Grunbkow	Teigtau
Seeadler	German cruiser	1640	15	2800	Comdr. Porvis	New Guinea
Thetis	German cruiser	2650	24	8000	Captain Voit	Teigtau
Tiger	German gunboat	900	10	1800	Comdr. Deimling	Hongkong
Vorwärts	German gunboat	—	2	500	Lieut. Scharf	Yankee-River
Elba	Italian cruiser	3300	10	7471	Captain Bora	Chenulpo
Marco Polo	Italian cruiser	3600	18	—	Captain Presbitero	Amoy
Vettor Pisani	Italian cruiser	5500	18	13,000	Capt. Cal	Amoy
Adamastor	Portuguese cruiser	1930	14	4000	Captain d'Antas Ribeiro	Macao
Dia	Portuguese gunboat	730	—	—	Captain Diogo de Sa	Macao
Vasco de Gama	Portuguese cruiser	3030	—	—	Capt. Manuel Vasco de Carvalho	Shanghai
Aleout	Russian gunboat	810	8	730	Comdr. Guint r	Vladivostok
Amaz	Russian cruiser	2600	5	4000	Comdr. Gramatichskoff	Port Arthur
Askold	Russian cruiser	4000	27	15,000	Capt. Reitzenschoff	Port Arthur
Bayan	Russian cruiser	3800	6	—	—	Port Arthur
Bobr	Russian gunboat	1050	8	1150	Comdr. Erjokovich	Sunk
Bogatyr	Russian cruiser	6840	12	—	—	Port Arthur
Diana	Russian cruiser	6731	6	—	—	Port Arthur
Djigit	Russian gunboat	1458	3	1700	Capt. Nasarowsky	Port Arthur
Gaidamak	Russian gunboat	500	9	3500	Comdr. Yonif	Port Arthur
Gromoboy	Russian gunboat	1490	8	9000	Comdr. Zagarsky	Port Arthur
Gromoboy	Russian gunboat	12,364	44	14,500	Captain Josen	Vladivostok
Gulik	Russian gunboat	1000	6	1000	Comdr. Shumoff	Vladivostok
Korost	Russian gunboat	1213	7	1500	Comdr. Novakowsky	Sunk
Mandjour	Russian gunboat	1224	7	1400	Commander Crown	Shanghai
Navarin	Russian battleship	10,206	12	9000	—	Port Arthur
Novik	Russian cruiser	3000	6	17,000	—	Port Arthur
Otvajaj	Russian gunboat	6	1480	6	9000	Port Arthur
Pallada	Russian cruiser	6731	12	—	Comdr. Vasiloff	Port Arthur
Perestret	Russian battleship	12,674	16	14,500	Captain Koroloff	Ashore (?)
Petrovsk	Russian battleship	10,960	16	10,900	Captain Jakovlev	Sunk
Pobeda	Russian battleship	12,674	16	14,500	Capt. Zataridng	Danang
Polara	Russian battleship	10,960	16	10,900	Captain Oseroff	Port Arthur
Rashynica	Russian cruiser	1334	10	1788	Comdr. Liven	Port Arthur
Rozhizan	Russian battleship	12,902	16	16,000	—	Port Arthur
Rossia	Russian projected cruiser	12,200	68	17,000	Captain Sepelranpoff	Ashore (?)
Rurik	Russian projected cruiser	10,922	26	13,550	Capt. Matvevich	Vladivostok
Sankopol	Russian battleship	10,980	16	10,600	Captain Sorobrenskoff	Vladivostok
Silati	Russian gunboat	950	2	1125	Lieut. Comdr. Ivanoff	Port Arthur
Sivotob	Russian gunboat	1050	8	1120	Comdr. Glinter	Norchwang
Tsarvitch	Russian battleship	12,900	36	16,300	—	Ashore (?)
Varyag	Russian cruiser	6570	27	20,000	Capt. Bahr	Sunk
Vendick	Russian gunboat	600	9	8900	Comdr. Zagoriansky-Kiesel	Port Arthur
Zahiyaka	Russian cruiser	1230	15	1104	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3500	—	—	Capt. Dyer	Cayte
Annapolis	U. S. gunboat	1030	6	1227	Capt. Rohrer	Shanghai
Buffalo	U. S. cruiser	4698	14	3600	—	—
Calho	U. S. cruiser	235	—	—	Lieut. M. L. Miller	Hongkong
Cincinnati	U. S. gunboat	3213	—	—	Capt. H. E. Mason	Shanghai
Elcano	U. S. gunboat	540	—	—	Lt.-Comdr. J. Hod	Shanghai
Hidada	U. S. gunboat	1293	8	1968	Comdr. Stanton	Shanghai
Monadnock	U. S. monitor	3980	6	3000	Captain Mahan	Shanghai
Monterey	U. S. monitor	4094	4	6244	Comdr. W. H. Bashley	Mailla
New Orleans	U. S. cruiser	3437	20	—	Commander Sperry	Onelco
Oregon	U. S. cruiser	10,288	45	—	Captain Burwell	Mailla
Rainbow	U. S. cruiser	4060	—	—	Capt. J. B. Collins	Mailla
Raleigh	U. S. cruiser	3213	—	—	Captain Nazaro	Mailla
San Francisco	U. S. cruiser	4068	27	9013	Comdr. Stanton	Shanghai
Vicksburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Villabona	U. S. gunboat	400	—	—	Lieut. L. C. Bortolotto	Shanghai
Wilmington	U. S. gunboat	1537	8	1894	Comdr. A. W. Dodd	Hongkong
Wisconsin	U. S. flag ship	12,030	—	—	Captain Clover	Mailla



AMEN ADDRESS: "ACHEE," HONGKONG.  
A. S. W. COOK, 422, BROADWAY.

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A Whisky that is perfect with 'TAN-  
SAN' Water.

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**MEMOR. FOR TO-MORROW.**

**Auctions.**

9.30 p.m. - Auction of Postage Stamps,  
at Messrs Hughes & Hough's Sales  
Rooms.

9.30 p.m. - Auction of a Consignment of  
Fancy Goods, &c., at Mr Geo. P. Jam-  
mer's Sales Rooms.

**Amusements.**

9 p.m. - Performance at City Hall.

**General Memoranda.**

Friday, June 19:—

Goods per *Nashua* not cleared at 4 p.m.  
on this date subject to rent.

Friday, June 22:—

9.30 p.m. - Auction of a French Steamer  
*Bahia*, at Messrs Hughes & Hough's  
Sales Rooms.

Goods per *Bahia* not cleared at 4 p.m.  
on this date subject to rent.

Thursday, June 23:—

Goods per *Person* undelivered after this  
date subject to rent.

Friday, June 24:—

Goods per *Tyner* undelivered after this  
date at Noon will be subject to rent  
and landing charges.

**CHOLERA INFANTUM.**—This has  
long been regarded as one of the most  
dangerous and fatal diseases to which  
infants are subject. It can be cured, how-  
ever, when properly treated. All that is  
necessary is to give Chamberlain's Colic,  
Cholera and Diarrhoea Remedy and castor  
oil as directed, with such bottle, and a cure  
is certain. Since this remedy has come into  
such general use, there are very few deaths  
from cholera infantum, and none whatever  
when it is given. For Sale by All Dealers;  
WATKINS & Co., Ltd., General Agents.

**NOTICE OF REMOVAL.**

**Hongkong Dispensary**

IS NOW BEING CARRIED ON

**Alexandra**

**Buildings,**

**Des Vaux Road.**

The HOURS of BUSINESS of the

HONGKONG DISPENSARY in its New

Premises are as follows:—

WEEK DAYS 8.30 A.M. to 6 P.M.

SATURDAYS 8.30 A.M. to 2 P.M.

SUNDAYS 10 A.M. to 1 P.M.

An Assistant will be on duty at all times

to Dispense prescriptions.

**A. S. WATSON & Co., Limited,**

May 31, 1904.

**BIRTH.**  
At the Ice Works, River Valley-  
Singapore, on June 6th, the wife of WIL-  
SON CHONG, of 8 Son-  
**MARRIAGE.**  
On May 11, at Whitfield, England, C. J.  
WILSON, M.D. (formerly of Hongkong), to  
DOROTHY CLARK HILLS.  
**DEATH.**  
At midnight, on June 10, at Yokohama,  
HILLS, the beloved wife of Alexander  
Wright, of Shanghai.

The publication of this issue commenced  
at 5.20 p.m.

**The China Mail.**

HONGKONG, FRIDAY, JUNE 17, 1904.

**SIR ROBERT HART'S LAND TAX  
MEMORANDUM.**

HIS MILITARY AND NAVAL SCIENCES.

II.

Many attempts have been made to as-  
certain the approximate total of the  
native customs collected from year to  
year, but so far it has defied all efforts  
for its elucidation. Judging, however,  
from the immense amount of junk trade  
at the various treaty ports, and from  
the enormous fortunes made by suc-  
cessive incumbents of the various ap-  
pointments as superintendents of native cus-  
toms, the revenue from this source is  
very considerable, although only a very  
small portion of it reaches the public  
Treasury. With the amalgamation of  
the Native Customs with the Foreign  
Customs under the same collectorate  
and supervision, with the abolition of  
likin tax and the consequent increase  
from a 5 per cent ad valorem duty to  
12½ per cent, and with the extension of  
foreign and native trade owing to the  
removal of the likin barriers, the For-  
eign Customs should, in a few short  
years, be in a position to account to the  
Board of Revenue an annual sum of no  
less than Tls. 80,000,000. This sum  
will be a considerable addition to the  
revenue from land tax and may equally  
be relied on for both undiminished  
amount and uninterrupted continuity.

We do not anticipate that Custom du-  
ties would ever be abolished in China  
any more than in any other country in  
the old or new world. Free trade  
has not hitherto found any favour  
with any nation in Europe or Am-  
erica except England, and now even  
the latter is getting a little weary  
of it and strong efforts are being made  
to discard it for protection or retali-  
ation. We will briefly notice next the  
salt gabelle. This tax is put down in  
the Official returns as Tls. 13,000,000,  
but various independent observers, in-  
cluding Mr Consul Jamieson, have  
estimated the revenue derivable from  
this source to be from two to four times  
its present amount. A comparison with  
the salt revenue in India will assist us  
here, as in the case of the land tax, in  
coming to an approximately correct  
conclusion. The salt tax in India yielded  
to the British Government in 1900 a  
revenue of £5,850,000, which shows  
that the Chinese Government with an  
honest administration may get quite as  
large if not a proportionately larger  
revenue from its people who are not  
less wealthy than the Indians and  
certainly more numerous. As we have  
remarked before, the population of  
China Proper is just about one third  
more than that of British India, and, if  
we work out the proportion, then  
£7,775,000, or Tls. 62,000,000, should  
represent the yearly amount of salt tax  
in China, assuming, of course, that the  
import on salt in both countries to be  
the same or nearly the same.

Lastly, we come to the consideration  
of the tax on native opium. According  
to Official returns this is set down at a  
little above Tls. 2,000,000, but we need  
scarcely say that this, like the rest of  
the revenue collected by native officials,  
is far below the amount actually received.  
Twenty-three years ago a private  
inquiry was made by a well-known and  
competent European observer, into the  
production of native opium in the South-  
Western Provinces of China, and the  
total quantity was set down at 224,000  
piculs. Since then the cultivation of  
the poppy in these provinces has  
largely increased. The poppy is also  
now cultivated in sixteen out of the  
thirteen provinces, and the whole  
production of native opium in China  
cannot be less than 400,000 piculs per  
year. Now the annual importation of  
foreign opium is something less than  
20,000 piculs, and yet the tax on it  
produces over Tls. 6,000,000. If the  
tax levied on native opium per picul be  
half the amount of that on the foreign  
drug, then Tls. 25,000,000 would re-  
present the yearly sum from this source.  
Thus it will be seen that although the

land tax alone may not bring in the  
vast sum of Tls. 400,000,000, with  
the addition of the amounts from the  
above-named sources, if honestly  
collected, the required total may after  
all be obtainable.

Regarding the mode of collecting  
the land tax recommended in Part  
II of the Memorandum, we do not  
propose to criticise its suggestions in  
detail, nor is it necessary to do so.  
The principle underlying the whole  
scheme we venture to think, is un-  
sound, as the District Magistrate,  
assisted by ten Expectant Officials, is  
to be made, as before, the Collector.  
It is notorious that the collection of  
the land tax in the hands of these  
Magistrates and their underlings is  
everywhere and without exception  
characterised by extensive peculation  
and corrupt practices of all kinds,  
and that nothing short of an entire  
abolition of the present system  
can purge away the evils consequent  
upon the notion of perquisites  
entailed universally by the in-  
cumbents of such offices. As an  
example of the fearful extent of  
the peculation we may mention that  
the land tax collected by these District  
Magistrates is put down annually  
amounting to Tls. 25,000,000, about  
one-ninth of that of the Inspector  
General, and yet the self-same persons  
are to have another trial under certain  
new regulations. Besides, every Magis-  
trate is invested with judicial func-  
tions, and it is his duty to redress any  
wrong which the taxpayers may suffer  
from the hands of the tax collectors.  
Clearly he cannot be the judge and  
the wrong-doer at the same time. It  
is only too true that, with the Foreign  
Customs excepted, the system of col-  
lecting revenue in vogue in China is  
rotten to the core, and it is imperative  
to reform radically the whole organisa-  
tion and place it on a sound basis be-  
fore any 'honest performance of duty'  
can be expected from those engaged  
in the collection. It is to be regretted  
that the Inspector General has not  
used his undoubted great influence  
with the Chinese Government to in-  
duce it to initiate such a reform, and  
that he should content himself by pro-  
posing some patch-work measures  
which, in the end, will render null  
and void the good effects of the very  
many excellent suggestions which he  
has made in the Memorandum.

To show the utter uselessness of  
partial and superficial reform, we  
cannot give a better instance than the  
Foreign Customs itself, over which the  
author of the Memorandum has pre-  
sided with such distinguished ability for  
so many years. Contrast it with the  
Native Customs, notice the essential  
difference in the organisation and ad-  
ministration between the two, and the  
results. Can any doubt be entertained  
for a moment that if the Foreign cus-  
toms be forthwith placed in the hands  
of a native staff similar to that which  
is collecting the likin, the land tax,  
or native custom dues, the effec-  
tiveness that has always characterised  
that department would at once dis-  
appear, and peculation and corruption  
would be as prevalent as ever, not-  
withstanding whatever rules and regu-  
lations the Government may make  
to improve such a staff. We fully  
appreciate the motive and reasons of  
the Inspector General for his recom-  
mendations regarding the collection of  
the land tax and its procedure. We  
quote his own words, 'If detailed and  
minute rules must first be waited for,  
the reform will be indefinitely delayed';  
it would, therefore, be better to adopt  
a simple procedure, making a begin-  
ning, proceed step by step and allow  
rules and regulations to evolve them-  
selves as occasion arises and ex-  
perience teaches. It is the principle  
of 'half-a-loaf is better than no bread'  
expressed in a different way, and it  
shows an anxious fear in the mind of  
the author that a radical reform, how-  
ever desirable and necessary it may  
be, will meet with rejection of the  
whole scheme. It is decidedly simpler  
and easier to make superficial im-  
provements just as it is to build  
upon the sand without labouring for  
a safe foundation; but what about  
the proverbial result of such proceed-  
ings. Furthermore, will not the  
ill-success which is sure to attend  
such surface reform tell against the  
whole scheme itself, which, if pro-  
perly carried out, is quite feasible  
and practicable. Our views on this  
subject are of quite a different na-  
ture. We strongly recommend the  
Chinese Government to have a distinct  
and separate department in every  
province to collect the Imperial  
Revenue, and that such a department  
should be constituted in precisely the  
same manner as in most European  
countries with a staff of competent  
accountants or auditors to check its  
receipts and disbursements. All such  
provincial departments should be  
placed directly under the control and  
supervision of the Central Govern-  
ment at Peking. We would advise  
that no District Magistrate, nor  
Prefect, nor Tso-tai, nor any officers  
charged with the administration of  
justice and law, to have anything to  
do with the collection of the revenue,  
and that a uniform currency for the  
whole of China be introduced as soon  
as possible, to facilitate the collection  
and to prevent squeezes and other  
reprehensible practices. We advocate

no half measures, for in the long run  
they will entail more trouble and  
expense, as well as causing general  
dissatisfaction and discouragement.

Concerning the proposed expendi-  
ture or appropriation of the  
Tls. 400,000,000, we have but little  
comment to make. We would have  
been pleased if the Inspector  
General had recommended an adequate  
sum to be devoted to public works,  
the making of roads and highways,  
the deepening of rivers and canals,  
the removal of barriers, &c. &c.; and  
we would also like to see sufficient  
provision for the subordinate officials,  
clerks, secretaries, &c., in every  
yamen. The salaries of the various  
principal officers and allowance for their  
yamen expenses have been set down  
in a most liberal scale, and as long as  
such salaries and allowances were paid  
regularly and without subtraction and  
diminution under any pretence what-  
soever, the probabilities are that they  
will 'devote themselves heartily to  
their duties.' But he it is remembered  
that even if every Chinese official is  
willing to discharge his duties to the  
best of his abilities and in an honest  
manner, there may still be very little  
improvement in the administration of  
public affairs; this is due to two causes.  
Firstly, the want of special scientific  
and professional training of the offi-  
cials themselves; secondly, the indis-  
criminate appointment of officials to  
positions which they are neither fitted  
by training nor ability to fill. Every  
one who has the slightest acquaint-  
ance with China knows that all the  
previous training a would-be Chinese  
official gets before his entrance into  
official life is instruction in Chinese  
literature and classics and the art of  
elegant composition. As soon as a  
candidate for official employment is  
found well versed in these subjects and  
possessed of a ready pen, he is at once  
admitted to the ranks without any  
other qualification being required from  
him. Moreover, during his official  
career he is expected to fill with credit  
every office the Government choose to  
assign to him. He may be placed in  
the Board of Revenue in one year  
and in the next shewed on  
to the Board of Works. From the  
post of Hukwang Tso-tai, he may be  
promoted to a Provincial Judge-  
ship; and from a Reader-ship in the  
Imperial College he may be picked  
into the exalted position of Admiral  
of the Southern fleet or General of the  
Northern Army. In fact he is expected,  
without any regard to his previous  
training, his special qualification, his  
ability and aptitude, to be a sort of  
'Jack of all trades,' and to become at  
the will of his Sovereign, like Poon-Bah  
in 'Mikado,' Lord High Chancellor,  
Lord High Admiral, and Lord High  
Everything Else, not perhaps, all at  
the same time but successively. Under  
these circumstances, however well and  
honest an officer may be in the per-  
formance of his duties, he must often  
fail in the achievement of even  
moderate successes. One could easily  
fancy the hopeless condition this Col-  
ony would be in if the Director of  
Public Works were to be sent down to  
the Supreme Court to preside at its  
proceedings, and one of the Judges to  
take charge of the department he  
vacated; or the P.C.M.O. to perform  
the duties of the Harbour Master and  
vice-versa; or the Post Master General  
to exchange places with the General,  
or the Treasurer with the Admiral. If  
China really desires her officers to  
carry out their several duties with  
credit to themselves and profit to the  
State, she must first make a careful  
selection and then put each officer  
chosen in his appropriate office and  
keep him there. Otherwise no liberal  
increase of salaries will secure efficient  
discharge of duties, and no severe pun-  
ishment will prevent neglect and in-  
competency.

(Concluded in next issue.)

**Electric Light at Penang.**

A telegram from Penang, dated June  
7, states that a hitch occurred in the electric  
lighting scheme which was to have com-  
menced that day.

**Shook Hands with a Magistrate.**

Out in Gampola, Ceylon, they ap-  
parently did see a real live governor.

This is the way a correspondent chronicled  
by telegram the arrival of Sir Henry  
Blake. His Excellency the Governor's  
special stopped at Gampola for a few min-  
utes. His Excellency alighted and was met  
by Mr W. de Livera, Police Magistrate, with  
whom he shook hands. There was more of  
it, but the rest of the news is overshadowed  
by the important fact that the Governor  
shook hands with the Police Magistrate.

**Summoned by a Judge.**

A coolie summoned by Mr T.  
Sarcone Smith, Acting Puisne Judge,  
came before Mr J. H. Kemp at the Magis-  
tracy this morning. The charge against  
him was of having created a disturbance  
outside of the Acting Justice's residence.  
Mr T. Sarcone Smith gave evidence to the  
effect that he was frequently disturbed at  
an early hour in the morning by the defen-  
dant and other coolies. On the occasion  
in question the defendant was even more  
noisy than usual. He was fined \$20 and  
ordered to behave in a more decorous  
manner in future.

ONE of the most useful Institutions of  
this country promises to be The  
Diabetic Institute of London, established  
for scientific research into the origin, cause  
and treatment of Diabetes and the second-  
ary symptoms: gout, rheumatism, carbun-  
cles, &c. Hardly any disease is so little  
understood, and at the same time so  
insidious and dangerous as diabetes, which,  
according to the highest modern authorities,  
is curable after all, when treated in time.  
If interested, write to the Diabetic  
Institute, St. Dunstan's Hill, London,  
E.C., for free information.

**LOCAL AND GENERAL.**

**Bowlers 'At Home.'**  
The Dock Members of the Kowloon  
Bowling Green Club will be 'At Home' to  
their friends on the Green, to-morrow after-  
noon, at 3.30 p.m.

**A Human Freak.**

In May, a singleless woman, the wife  
of one Carolus Appa, of Wariapola, Ceylon,  
gave birth to a child, which has only one  
nose-drill and a forked tongue. The head  
is also very large and not in keeping with  
the trunk.

**Europeans in Trouble.**

There was an unusually large muster of  
Europeans at the Magistracy this morning  
against whom various charges were pre-  
ferred. Three men were charged with be-  
having in a riotous manner in different  
parts of the city and were fined \$5 each.

**Not Worth the Risk.**

'What is the attraction at Hongkong  
that brings you back here so soon,' asked  
Mr H. H. J. Gompertz of a Chinese who  
appeared at the Magistracy this morning  
charged with having disobeyed an order of  
banishment made only a fortnight ago. 'I  
came back to look for my clothes,' replied  
the defendant. 'Well,' said his Worship,  
'if they were no better than those you  
have on it was not worth the risk. Twelve  
months' imprisonment with six hours  
stocks.'

**An Expensive Holiday.**

A foreign seaman was ashore for a hol-  
iday yesterday and made matters lively  
down West Point way. He entered a shop  
there, and after pulling the place about a  
good deal upset a two-gallon jar of Chinese  
wine. A Chinese constable was then cal-  
led in and tried to eject the intruder, but  
was roughly handled in the operation.  
He however, effected the seaman's arrest  
and at the Magistracy this morning Jack's  
holiday cost him \$18, or the alternative of  
ten days.

**What is Meant?**

An advertisement appeared in our  
junior morning contemporary this morn-  
ing which is almost worth producing free  
of charge. It read:—

WANTED.

TO Purchase a Second-hand LADY'S  
BICYCLE. Must be in good con-  
dition.

A correspondent asks us:—How much  
do you suppose the advertiser would pay  
for a bicycle belonging to a Second-hand  
Lady?

**Band at the Hongkong Hotel.**

By kind permission of Lt.-Col. In-  
spector and officers, the Band of the 93rd  
Burma Infantry will play at the Hongkong  
Hotel, to-morrow (Saturday) evening, from  
8 to 9.30 p.m.:

March..... 'Sons of the Empire' Bradford  
Creteure..... 'Der Konig's Lieutenant' Emil Tidl

Selection..... 'The Duchess of Dantzic' Ivan Carill

Song..... 'Liberated'..... Karoly Klerm

Selection..... 'Merrie England'..... German

Valtz..... 'Bei uns z Haus'..... Strauss

Bara Dance..... 'Happy Dances'..... Godfrey

GOD SAVE THE KING.

**Our New Governor.**

From the passenger lists we note that  
the new Governor of Hongkong, Major Sir  
Matthew Nathan, K.C.M.G., is booked for  
the P. & O. steamer *Moldavia*, leaving  
Marseilles on July 1st, and transfers into  
the *Sunda* at Colombo. In one of the home  
papers a Lady Nathan is mentioned as  
accompanying the Governor. This is  
believed to be a mistake, as Sir Matthew  
is a bachelor, and Miss Nathan, his sister,  
is expected to do the honours at Govern-  
ment House. The latest list, however,  
does not contain Miss Nathan's name as a  
passenger.

**Baths for Chinese.**

At the Sanitary Board meeting yester-  
day Mr Hewett said that the correspon-  
dence in connection with the baths  
for Chinese at Wanchai, clearly shewed  
that if other baths were provided they  
would be used. They ought to get bath-  
houses at the earliest possible date, there  
being only two or three at the present mo-  
ment. Mr. Pollock said there was a great  
demand amongst the Chinese for bath-  
houses, as the return shewed. The Presi-  
dent thought the matter had better be for-  
warded to the Government for considera-  
tion, and this was agreed to.

**Chinese Labour in Samoa.**

According to the annual Report of the  
German Samoa Company for 1903, the in-  
troduction of Chinese coolies into Samoa,  
during that year, proved a complete suc-  
cess. About three hundred coolies were  
landed in April. They have proved not only  
cheaper than the native Samoans, but also  
showed themselves to be excellent work-  
men. The Report says:—'They have now  
been working for a year in Samoa, and it  
must be acknowledged that they have given  
the greatest satisfaction in every direction.  
Their conduct is excellent, and the work  
they have done exceptionally satisfactory.'

**ZYMULE TOOTH POWDER.** a perfect  
tooth powder, cleanses and preserves the  
teeth.

**CHAMBERLAIN'S COUGH REMEDY**  
acts on nature's plan—loosens the  
cold, relieves the lungs and makes expecto-  
ration easy. For sale by All Dealers.  
WATKINS & Co., Ltd., General Agents.

**LOCAL AND GENERAL.**

**Notes by the Way.**  
Very good harvests are expected  
throughout North China.

It is hoped to refloat the cruiser *Mi-  
yoko* within three months.

It was reported at Vladivostok that  
the circum-Baikal line is completed.

An electric light apparatus is being in-  
stalled at the Russian Consulate at Chetcoo.

Mr Oya of Osaka has bought the  
Remainers and renamed her the *Ryota-  
Maru*.

'Sam' Patek, the well-known New  
York labour leader, died in Sing Sing pri-  
son on the 4th ult.

It is stated that General Kuropatkin  
is trying to send an army of 30,000 men to  
relieve Port Arthur.

The *Japan Daily Mail* hopes that  
steps will soon be taken to check the Rus-  
sian incursion into North-east Corea.

It is reported that thirty expert divers  
have been sent out from St. Petersburg to  
recover the treasure which we have been  
assured is not on the *Petropavlovsk*.

**To Falmouth for Orders.**

The *Healthburn*, Captain Kotley, will  
leave here on Monday morning for Ocean  
Island, where she will load phosphate, and  
then go to Falmouth for orders. In the  
days of the old three and four masted sail-  
ing ships Falmouth was a regular port of  
call for orders, but its glory has departed  
and now only a memory of its former gar-  
ness clings about this time-honoured port.

**Threatened by a Coolie.**

A lady visitor to Hongkong, yesterday  
set out to see the city in a ricksha. Her  
drive lasted an hour and ten minutes, and  
when she dismissed the coolie she handed  
him 25 cents. He was not satisfied with  
this remuneration and demanded five cents  
more, but this the lady refused to pay.  
The coolie became abusive and eventually  
threatened to thrash her unless she gave  
him the extra five cents. Just at this  
moment a constable came on the scene.  
The coolie was, at the Magistracy this  
morning, ordered to pay a fine of \$10 by  
Mr J. H. Kemp.

**The 'Iphigenia.'**

The third class, cruiser *Iphigenia*  
arrived here yesterday afternoon from  
Singapore. She came out to relieve the  
cruiser *Talbot*, which left for home a few  
days ago. The *Iphigenia*, which has al-  
ready passed some time on the China  
Station, was built in Glasgow. She was  
launched in 1891, but was not completed  
until two years later, and cost £219,065.  
She is a cruiser of 3,600 tons displacement  
with a horse-power of 9,000, giving a speed  
of 19.75 knots. Her length is 300 feet,  
beam 43½ feet, and draught 17½ feet. Her  
armament consists of two 6 in. 41.



## BY TELEGRAPH.

[CHINA MAIL'S SPECIAL SERVICE.]

## DISASTROUS WRECK NEAR AMOY.

## THE HOANGHO STRIKES A ROCK.

FOUNDERS ALMOST IMMEDIATELY.

Three Hundred Chinese Drowned.

The Captain Saved.

(From Our Own Correspondent).

Amoy, June 17, 8.20 a.m.

Messrs Butterfield and Swire's steamer *Hoangho* struck a rock at Chingmo Bay on Thursday at daylight and foundered immediately.

She had a great number of Chinese passengers on board.

The Captain and second officer, and fifty Chinese were saved.

The Chief Engineer is missing.

Over 300 Chinese have been lost.

The steamer *Hoangho* was going out to sea for survivors.From enquiries made locally it appears that the *Hoangho* is under the management of the Shanghai Branch of the China Navigation Company, and is engaged in the passenger trade from Amoy to Chingmo Bay.The *Hoangho* only commenced to run between Amoy and Chingmo Bay about five months ago, and soon after that struck a rock near Chingmo Bay.

She was taken to Shanghai and docked, and returned to the run again.

A captain of one of the coasting steamers in the harbor expressed surprise when he was told that the *Hoangho* had been wrecked in Chingmo Bay and could not understand why she went in at all, there being, he thought, no reason for it.

Chingmo Bay is situated between longitudes 118 and 119 E. and between latitudes 24 and 25 N., and is about forty miles north-east from Amoy.

The crew of the *Hoangho* would probably consist of Captain, first and second mates, eight firemen and eight sailors, besides company's staff, which would amount to another twelve or more.The *Hoangho* is an iron screw steamer of 677 tons gross and 238 tons net register. She was built in 1879 by Messrs Boyd & Company, Shanghai, and her dimensions are—Length 101 feet, breadth 23 feet 1 inch, depth 9 feet 9 inches. She was registered at Shanghai and flies the British flag.

The vessel was built to the order of Messrs Jardine, Matheson and Company, who disposed of her to a Chinese firm, after which the China Navigation Company purchased her, and placed her on the Amoy to Chingmo Bay run.

The *Wencher* is also an iron screw steamer, and her tonnage is 898 gross, 590 net. She was built in Greenock in 1878 by Messrs Scott and Company and is 220.1 feet long, 28.5 feet wide and 21.6 feet deep. She was registered in London, and runs under the British flag. She is owned by The China Navigation Company, and is under the command of Captain Hunter.

[CHINA MAIL'S EXCLUSIVE SERVICE.]

SUPPLIED BY REUTER, VIA HONGKONG.

(Received on June 15, at 5 p.m.)

## THE FRANCO-SIAMSE TREATY.

PERIOD OF RATIFICATION EXTENDED.

LONDON, June 16.

The period of ratification of the Franco-Siamse treaty has been extended to July 20.

## ARMY REFORM.

TO FACILITATE COLONIAL MOBILISATION.

Earl Donoughmore's Bill.

LONDON, June 16.

The House of Lords has passed the second reading of the Earl of Donoughmore's Reserve Force Bill.

The object of the Bill is to facilitate the return to the colonies of residents and reservists in India and the Colonies in case of mobilisation, and also to sanction direct enlistment in the Reserve of India and the Colonies.

## BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]

SUPPLIED BY REUTER, VIA HONGKONG.

(Received on June 16, at 5 p.m.)

## THE RUSSO-JAPANESE WAR.

## VLADIVOSTOCK FLEET ESCAPES.

The Ships Sail Eastward.

LONDON, June 16.

It is rumored that the Vladivostock fleet, which has been actively aggressive in the Korea Strait during the past day or two, has escaped to the Eastward.

## RUSSIANS ROUTED.

## BRILLIANT JAPANESE ADVANCE.

Muscovites Driven from the Line.

[JAPANESE OFFICIAL DESPATCH.]

Tokyo, 16 June, 6.25 p.m.

A report from the commander of our army in Manchuria states that on the 14th the main body advanced northward in two columns along the railway, expelling the enemy from the east of Wafangdian. At 5 p.m. the enemy made a stand on a line from Langwangdian to Tapingdian, and after a two-hour cannonade were occupied at nightfall a line from Tapingdian to Yohotou.

Another column for manœuvring the enemy's right and covering our flank and rear, moved east of Fuchow and advanced upon the line from Tapingdian to Nishiding.

The enemy's main line was broken in several places.

On the 15th inst. the enemy near Tielien consisted of two and a half divisions occupying a position from Tapingdian to Chongtashan.

At dawn we opened the attack with the main body, and advanced along the railway one column from Tapingdian.

At 9 a.m. a column of the left wing joined from Tapingdian and at noon moved from Chongtashan.

Thus the enemy were surrounded near Tielien, and after severe fighting were routed northward at 3 p.m.

Our losses are estimated to be under 1,000.

So far as is known, we captured the colors, 11 quickfiring and about 300 of the enemy, including the commander of the Fourth Regiment of infantry and shiphothoters.

Over 500 killed and wounded of the enemy were left on the field.

Our scouts saw the enemy march with a Japanese flag in this engagement, whereupon our artillery were misled and suspended fire.

## ANOTHER LAND VICEROY.

HUAJIN OCCUPIED.

[JAPANESE OFFICIAL DESPATCH.]

Tokyo, June 16.

General Kuroki reports that on the 15th instant a detachment occupied Huajin, situated sixty-five miles north-west of Kuandun.

The enemy consisted of three hundred Russians and three hundred Hungarians.

There were no casualties on our side, and the enemy's casualties are unknown.

One prisoner's epaulet shows that the Fifteenth East Siberia Regiment were engaged.

## JAPANESE TRANSPORTS TORPEDOED.

VLADIVOSTOCK SQUADRON AGGRESSIVE.

The 'Hitachi Maru' Sunk.

[JAPANESE OFFICIAL DESPATCH.]

Tokyo, June 14, 12.30 p.m.

On the morning of the 15th instant the Vladivostock squadron, consisting of the *Hosio*, the *Gromoboi*, and the *Rurik* appeared at Genkai and attacked three Japanese transports, the *Hitachi Maru*, the *Sado Maru*, and the *Izumi Maru*.The *Hitachi Maru* was sunk, and but few men were saved.The *Sado Maru* was torpedoed but was not sunk, and it is believed that the majority of the men have been saved.The *Izumi Maru*'s fate is unknown.

The Squadron was sighted off Okinawa on the 16th instant.

## JAPANESE FLEET IN PURSUIT.

## ADMIRAL KAMIMURA IN COMMAND.

[JAPANESE OFFICIAL DESPATCH.]

Tokyo, 17 June, 3.15 p.m.

Admiral Kamimura's fleet started on the morning of the 16th instant pursuing the Vladivostock squadron.

## THE WAR.

LONDON, June 15.

Despatches from General Kurapatkin and Admiral Stokelberg received in St. Petersburg confirm the recent reports of severe fighting to the North of Port Adams, which appears to indicate a general advance of the Japanese Northwards from Kwan Tung.

Admiral Stokelberg reports a battle on the 14th instant, in which the Japanese repeatedly assaulted a position South of Wa Fangtang. He claims that the Russians retained the position, but admits that the losses were severe. A regimental commander was killed and General Gerngross wounded.

## SAD DISASTER IN NEW YORK.

LONDON, June 15.

The steamer *General Slocum*, with a thousand German Sunday school excursionists, mostly women and children, on board, has been burned at Hell Gate, New York harbor. The fire was so rapid that no boats could be launched. The tug finally beached the steamer, but five hundred lives were lost.

## CANADA.

An Ottawa Order of Council has been promulgated dismissing Major-General the Earl of Dundonald, Commanding the Militia, for grave indiscretions and insubordination. The Council deeply regrets that an officer of his rank, so notoriously failed to appreciate the principle of Constitutional Government.

## ENGLISH FOOTBALLERS.

On the way to Australia.

The English team of Rugby Footballers who are visiting Australia and New Zealand arrived in Melbourne on May 30 by the O.L.S. *Cornwall*. Most of the team spent the day ashore 'doing the sights' including the inevitable trip to Mount Levin.Speaking to a representative of the *Times* of *Oz* the visitors described the voyage as having been a pleasant one on the whole. The team includes 10 internationals, and the members are confident of meeting with success. There have been some changes in the combination originally selected. E. W. Baker, the Clifton and Gloucestershire three-quarter, was unable to get away and his place has been taken by F. Jowett, of Swansea and Wales. Kelly of Tiverton, and J. C. Jenkins, of Newport, are two other forwards who have had to stand out, their places being taken by P. Swannell, of Northampton, and A. F. Harding, of Wales. These changes by no means weaken the team, the best recommendation about it being that it includes 10 internationals. The team are not aware what the matches are to be played; but the programme allows for a three months' tour in Australia and one month in New Zealand, the visitors being due back in England on October 24th.

Naturally one of the first questions was the reason of the team not replying to the invitation from Ceylon to play a match here. The explanation of the visitors was that Mr. Combe's letter reached them just as they were leaving Port Said, and they had no time to send a telegram. In any case the team had held a meeting and were not for playing owing to the heat, while many were for spending all the time available in sight-seeing.

"That's what we are doing now," remarked a member of the team, as he got off with five others in rickshaws from the Galle Face Hotel. "Sorry we can't say anything more."

Mr. Bedell Sturtevant, the captain of the team, said that the coming tour in Australia and New Zealand would be a remarkably stiff one, including more than a score of matches against picked teams, and as shipper of the team he was certainly not at all justified in playing a match at Colombo. There was always the danger, in a chance match of that kind, that some of the men might get hurt, and he knew enough of the men they were likely to meet at Rugby to know that he would have to go all the way to win. Mr. Sturtevant said his team was in remarkably good condition. On board ship they put in an hour in the morning at dumb-bells, Sadow's exercise, and other forms of exercise, and played cricket during the afternoon; and again in the evening they went through another gymnastic course. He had a very fine team indeed, two-thirds of whom were internationals. He need only mention Gabe and Teddy Morgan to show the class of the combination. In Australia they knew they were in for a very hard struggle, but he felt confident that they would give a good account of themselves.

## DANGEROUS DISEASE.

Every one knows that cholera morbus is one of the most painful and dangerous diseases known to humanity. The fact that it is so swift and so often fatal in its results makes it more to be feared than almost any other malady. It often terminates in death before a physician can be summoned or medicine procured. Attacks of cholera morbus come unexpectedly and every family should be prepared. Chamberlain's Colic, Cholera and Diarrhoea Remedy is a reliable and effective medicine, and if given in time will prevent serious consequences. This remedy never fails and is pleasant to take. Every household should have a bottle at hand. Get it today. It may save a life. For Sale by All Dealers; WATKINS &amp; Co., Ltd., General Agents.

## THE STANLEY COMPANY.

The Fanny Stanley Company presented the comic opera 'Les Cloches de Corneville' at the City Hall last night, and we are pleased to be able to say that the production was a pronounced success. Compared with the previous night's performance of the 'Naughty Girl', the work of every member of the company showed a marked improvement. The production is full of catchy airs and scenes which give the artists ample opportunities, and of these they took advantage. Mr. Driscoll as Gaspard, the miser, was the success of the evening. He gave a capital interpretation of the part. The scene in the old haunted castle, where he is seen floating over his hidden wealth, earned for him repeated rounds of applause which he well deserved. Mr. Leslie Groves was responsible for a great deal of mirth and was most congenially placed as Gobo, the Bailie's shadow. Mr. Greeves is possessed of an undoubted sense of humor and the audience did him admirably. The Bailie (Mr. Harry Neville) upheld the majesty of the law with becoming dignity, while Mr. Frank Peachey, as the Marquis de Corneville, was as successful as of yore. Miss Fanny Stanley appeared as Serpentine, and Miss Fio Nightingale as Germaine, and both gave appreciable renderings of their parts. Miss Nightingale was in excellent voice. Several of the duets and choruses were enthusiastically encored. To-night 'Colleen Bawn' will be staged.

## THE SANITARY BOARD AND ITS POWERS.

The P.W.D. and Urinals.

At a meeting of the Sanitary Board held yesterday a point with regard to the powers of the Board was raised by an application from Mr. Weismann for permission to drain the water closets and urinals already on his premises at No. 34 Queen's Road Central, which were formerly occupied by the Hongkong Club. It was during the time that the Club was in possession that the urinals were erected. When Mr. Weismann took over the premises he applied for a better house license, and in May last he was informed that his house license would be granted if he removed the urinal, etc. Messrs. Palmer and Turner, architects, then wrote on behalf of Mr. Weismann asking the Board to reconsider their decision on condition that an independent water supply be provided. The Board, after being consulted on the matter, it being proposed to use salt water, and they thought it would be better to ask a well.

When the matter came up for consideration yesterday Mr. Harvett said that the fact that the urinal had been erected when the Hongkong Club occupied the premises had nothing to do with the question; that was years ago. A tank to contain 1,000 gallons was not sufficient for flushing it. If Mr. Weismann could not make an independent water supply the drain had better be closed. In the past things were different to what they were now.

Mr. Pollock asked whether the place could be legally closed if permission had been granted to the Hongkong Club. That was 20 or 30 years ago, of course, when the Board did not exist, such matters then being under the P. W. D.

On it being suggested that Mr. Weismann be asked to produce the certificate of permission regarding the erection of the urinal, Mr. Pollock desired to know how Mr. Weismann could show a Sanitary Board certificate if the Board did not exist when they were erected?

It was finally decided to get an opinion on the matter from the Crown Solicitor or the Attorney General.

## RUSSO-JAPANESE WAR FUND.

Thirty Thousand Dollars Raised.

The Secretary of the Russo-Japanese War Fund sends us the following statement of the amount collected for the fund, and the subscribers' correspondence relating to the method of distribution:—

Total subscriptions received (of which Mr. Ho Fook collected \$10,000.00 from Chinese) ... \$30,000.00

Interest from Bank ... 50.00

Less cost of Advertising, Printing, &amp;c. ... 75.00

Net balance ... \$30,000.00

which is apportioned to the two objects of the fund in accordance with the expressed wishes of the subscribers, as follows:—(1) Providing additional comforts in Hospitals treating all sick and wounded from the War, \$11,528.60; (2) In aid of the families of Japanese killed in the War, \$18,969.41; Total, \$30,498.01.

(Signed) J. R. M. SMITH, Hon. Treasurer.

Audited and found correct. MURRAY STEWART, Hongkong, 14th June, 1904.

Hon. Sir C. P. Chater, C.M.G., Chairman, The Russo-Japanese War Fund.

Dear Sir:—In accordance with the decision at the last meeting of the committee, I beg to forward you the following Drafts on Hongkong and Shanghai Banking Corporation, Yokohama, in favour of H. E. Sir Claude M. MacDonald, G.C.M.G., K.C.B., H.B.M.'s Minister at Tokyo, viz:—Yen 10,318.09 being the equivalent at exchange 89/127 of \$11,528.60; the balance of the 1st Fund—Providing additional comforts in Hospitals treating all sick and wounded from the War—Yen 18,969.41 being the equivalent at exchange 89/127 of \$18,969.41; the balance of the 2nd Fund—'In aid of the families of Japanese killed in the War'—I am, Dear Sir, Yours faithfully,

(Signed) J. R. M. SMITH, Hon. Treasurer.

Hongkong, 14th June, 1904.

To His Excellency Sir Claude M. MacDonald, G.C.M.G., K.C.B., &amp;c., &amp;c., &amp;c. H. B. M. Minister, Tokyo.

Sir:—Referring to your letter of 2nd April in which your Excellency was good enough to say you would take charge of the funds raised in this Colony in aid of the wounded in the Russo-Japanese War, I beg to say that the fund for the purpose has been closed, the total net sum realized being \$30,498.01. The 1st Fund—'Providing additional comforts in Hospitals treating all sick and wounded from the War'—amounts to \$11,528.60—Yen 10318.09. The 2nd—'In aid of the families of Japanese killed in the War'—amounts to \$18,969.41—Yen 16,969.41.

I now have the pleasure to enclose two drafts for the above sums on the Hongkong and Shanghai Bank in favour of Your Excellency and would ask you to be kind enough to dispose of these funds in accordance with the conditions under which they were collected. It remains for me to thank your Excellency for the very kindly taking charge of the fund.—I have the honour to be, Sir, Your Excellency's obedient humble servant,

(Signed) C. P. CHATER, Chairman.

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(Signed) C. P. CHATER, Chairman.

Hongkong, 14th June, 1904.

To His Excellency Sir Claude M. MacDonald, G.C.M.G., K.C.B., &amp;c., &amp;c., &amp;c. H. B. M. Minister, Tokyo.

Sir:—Referring to your letter of 2nd April in which your Excellency was good enough to say you would take charge of the funds raised in this Colony in aid of the wounded in the Russo-Japanese War, I beg to say that the fund for the purpose has been closed, the total net sum realized being \$30,498.01. The 1st Fund—'Providing additional comforts in Hospitals treating all sick and wounded from the War'—amounts to \$11,528.60—Yen 10318.09. The 2nd—'In aid of the families of Japanese killed in the War'—amounts to \$18,969.41—Yen 16,969.41.

I now have the pleasure to enclose two drafts for the above sums on the Hongkong and Shanghai Bank in favour of Your Excellency and would ask you to be kind enough to dispose of these funds in accordance with the conditions under which they were collected. It remains for me to thank your Excellency for the very kindly taking charge of the fund.—I have the honour to be, Sir, Your Excellency's obedient humble servant,

(Signed) C. P. CHATER, Chairman.

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## THE WATER WORKS EXTENSION.

The Taitam Tuk Scheme.

It will be within the recollection of most of our readers that after the serious water famine of 1902 a report was presented to the Government by Mr. Chadwick dealing exhaustively with the water question and recommending the carrying out of extensive works at Taitam Tuk.

Mr. Chadwick's proposal was to construct a large reservoir at the sea level below Taitam Tuk village, and from there to pump the water up to the Taitam tunnel. Before these works could be commenced it was necessary to undertake extensive surveys and also to ascertain the nature of the ground on which it was proposed to build the dam. For this purpose wells were sunk in the bed of the shallow bay below Taitam Tuk village, one of these wells was sunk to a depth of nearly 60 feet before rock was met with, thus showing that very deep excavations and extensive foundations would be necessary if a dam were to be built on this site. Other borings were at once put in hand to ascertain if a more favourable site could not be found, but, as reported by the Director of Public Works, it was obvious that, as a long-extended period must elapse before a scheme for the low level dam could be definitely prepared, submitted and carried out, it became necessary to consider what could be done by way of a scheme which would enable the interval to be bridged over and at the same time would not hamper or interfere in any way with the carrying out of the former.

It was eventually decided to construct a reservoir with a capacity of 194 million gallons on a site about half a mile above the village of Taitam Tuk; the water from this reservoir is to be conveyed by 18 inches cast iron pipes to a pumping station to be erected on the shore of Taitam Bay and from there pumped up to the Taitam tunnel.

These works are now in hand, the pumping machinery has been ordered in England, and a contract has been let to the Kang On firm for the works, which include a reservoir dam about 100 feet high and 450 feet long at the top water level; the construction of a new main road 20 feet wide with uniform gradient of 1 ft. in 248 feet, and access roads from the pumping station in Taitam Bay to the gauge basin of the existing Taitam reservoir, including four large masonry bridges, and several heavy cuttings; and the levelling of the site for the construction of a pumping station on the west shore of Taitam Bay, with engine house, boiler house, chimney and European quarters. The engine house will contain two triple expansion vertical pumping engines, each capable of delivering one and a quarter million gallons per day of twenty-four hours with a lift of 400 feet.

The contractor has now about 600 men on the works and it is hoped that the dam will be sufficiently advanced to allow of the impounding of water before the end of the rainy season of 1905.

## PAINS IN THE STOMACH.

Indigestion, etc., are not dangerous, but decidedly unpleasant. Persons who are subject to such attacks will be pleased to know that prompt relief may be had by taking a dose of two of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For sale by All Dealers; WATKINS &amp; Co., Ltd., General Agents.

## To-day's Advertisements

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship *Pavia*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.This vessel brings cargo:—From Levant ex *Adria* trans



## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	Coromandel (C. M. Mostford, R.N.R.)	Noon, 18th June.	See Special Advertisement
YAMA, Via SHAI, MOJI & KOBÉ (passing through the IZUMI SEA).	Shanhai (C. J. Benton, R.N.R.)	About 24th June.	Freight only.
LONDON & ANTWERP, Via SHAI, MOJI, & KOBÉ (passing through the IZUMI SEA).	Shanhai (C. J. Benton, R.N.R.)	About 24th June.	Freight and Passage.
SHANGHAI.	Shanhai (C. J. Benton, R.N.R.)	About 30th June.	Freight and Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office,  
Hongkong, June 17, 1904.

## HAMBURG-AMERIKA LINIE.

DEUTSCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, LIVERPOOL, GERMANY, TRINIDAD, GERMANY, PORTS in the North and South American Ports).

THE PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAMBURG, DIRECT.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 9th June, 1904. Freight.

FOR HAVRE, BREMEN AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 9th July, 1904. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 28th July, 1904. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 16th August, 1904. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 30th August, 1904. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 13th September, 1904. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 27th September, 1904. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 11th October, 1904. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 25th October, 1904. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 8th November, 1904. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 22nd November, 1904. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 6th December, 1904. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 20th December, 1904. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 3rd January, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 17th January, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 31st January, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 14th February, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 28th February, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 12th March, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 26th March, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 9th April, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 23rd April, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 7th May, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 21st May, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 4th June, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 18th June, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 2nd July, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 16th July, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

S.S. "Humboldt" 30th July, 1905. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.

## OCEAN STEAM SHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL  
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AFRICAN, JAPAN, AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	KEEMUN	21st June.
GLASGOW AND LIVERPOOL	MOVUSE	1st July.
GLASGOW AND LIVERPOOL	OANPA	14th July.

## HOMEWARDS.

FOR	STEAMERS	DATE
LONDON AND ANTWERP	AGAMEMNON	21st June.
LONDON AND ANTWERP	YANTREE	5th July.
LONDON AND ANTWERP	KINTUCK	19th July.
LONDON AND ANTWERP	KEEMUN	26th July.
LONDON AND ANTWERP	MOVUSE	2nd Aug.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via S. K. KOBÉ & YOKOHAMA.	OANPA	17th July.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	DATE
SHANGHAI	WHAMPOA	20th June.
NINGPO AND SHANGHAI	CHINKIANG	20th June.
MANILA	TIAN	22nd June.
SWATOW, CHEFOO AND TIENTSIN	KANSU	22nd June, 4 p.m.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	CHINTAI	5th July.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS.

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD.—BREMER.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID  
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND  
PASSENGERS AND LOGGERS.N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1904.
ZIETEN	WEDNESDAY, 22nd June.
SEYDLITZ	WEDNESDAY, 6th July.
ROON	WEDNESDAY, 20th July.
PRINZ REGENT LUITFOLD	WEDNESDAY, 3rd Aug.
PREUSSEN	WEDNESDAY, 17th Aug.
PRINZ HEINRICH	WEDNESDAY, 31st Aug.
GNEISENAU	WEDNESDAY, 14th Sept.
BAYERN	WEDNESDAY, 28th Sept.
SACHSEN	WEDNESDAY, 12th Oct.
ZIETEN	WEDNESDAY, 26th Oct.

ON WEDNESDAY, the 22nd day of June, 1904, at Noon, the Steamship  
ZIETEN, Captain WELHELM, with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port as above, Calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 20th June, Cargo  
and Specie will be received on Board until 5 p.m., on Tuesday, the 21st June,  
and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 21st  
June.

Contents of Packages are required. No Parcel Receipts will be signed for less than  
25.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses.  
Linen can be washed on board.

For further Particulars, apply to  
Norddeutscher Lloyd,  
Melchers & Co., Agents.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons.	Captains	To Sail.
TREMONT	9806	T. W. Garlick	June 28.
LYRA	4417	G. V. Williams	August 4.
SHAWMUT	9806	W. M. Smith	September 1.
TREMONT	9806	T. W. Garlick	October 1.

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.  
S.S. SHAWMUT 9806 tons (Capt. W. M. Smith) About 12th August.  
S.S. TREMONT 9806 tons (Capt. T. W. Garlick)CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CULINARY ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior  
Accommodation for First and Second Class Passengers. The large size of these vessels  
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam  
bath. Cargo carried in cold storage.PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information, apply toDodwell & Co., Limited,  
GENERAL AGENTS.QUEEN'S BUILDINGS,  
Hongkong, June 16, 1904.

174

## Shipping.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila. —Saloon, staterooms,  
Electric Light, —Perfect —Catering —Surgeon and  
Stewardesses carried. —All the most up-to-date arrange-  
ments for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	Manila Direct	June 18, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	June 25, at 10 a.m.
PERLA	1980	A. H. Noley	—	—

For Freight or Passage, apply to

Shewan, Tomes & Co.,  
General Managers.

Hongkong, June 13, 1904.



## STEAM FOR

STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS, PLYMOUTH AND  
LONDON.Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CON-  
TINENTAL, AMERICAN AND  
SOUTH AFRICAN PORTS.

THE Steamship COROMANDEL, Capt.  
C. M. Mostford, R.N.R., carrying His  
Majesty's Mails, will be despatched from  
this Port for BOMBAY, etc., on SATURDAY,  
the 18th June, at Noon, taking Passengers  
and Cargo for the above Ports.

Silk and Valuable, all Cargo for France,  
and for London (under arrangement) will  
be transhipped at Colombo into the mail  
steamer proceeding direct to Marseilles and  
London; other cargo for London, &c., will  
be conveyed from Bombay by the R.M.S.  
Parcels will be received at this Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, June 9, 1904.

SOUTH AFRICAN LINE OF  
STEAMERS.

## FOR DURBAN.

THE Steamship  
COURTFIELD,  
Captain MARTIN, will be despatched as  
above on or about the 18th June. Cargo to  
be loaded 16th to 18th June.

For Freight, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, May 31, 1904.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship  
CATHARINE APCAR,  
Captain A. STEWART, will be despatched for  
the above Ports on TUESDAY, the 21st  
inst., at 3 p.m.

For Freight or Passage, apply to  
D. SASSOON & Co., Ltd.,  
Agents.

Hongkong, June 15, 1904.

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.

Via PORTS AND SUEZ CANAL.

(With Liberty to Call at Philippine Ports)

PROPOSED SAILINGS FROM HONGKONG,  
To SAIL, 1904.

RICHMOND CASTLE...About June 24.

ST. FILLANS...July 5.

LOWTHER CASTLE...July 31.

For Freight and further information,  
Apply toDODWELL & CO., LTD.,  
Agents.

Hongkong, June 16, 1904.

STEAMSHIP SERVICE TO NEW  
YORK, via SUEZ CANAL.

(With Liberty to Call at Philippine Ports)

THE Steamship  
SCHUYLKILL,  
will be despatched on or about FRIDAY,  
the 1st July, 1904.For Freight or further information,  
Apply toSTANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department.

Hongkong, May 21, 1904.

EASTERN & AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.(Calling at QUEENSLAND PORTS, and taking  
through Cargo to ADELAIDE, NEW  
ZEALAND, TASMANIA, &c.)THE Steamship  
AUSTRALIAN,  
Captain McARTHUR, will be despatched for  
the above Ports on SATURDAY, the 2nd  
July, at Noon.This well-known Steamer is specially  
fitted for Passengers, and has a Refrigerating  
Chamber, which ensures the supply of  
Fresh Fruit, Ice, &c., throughout the  
voyage.This Steamer is installed throughout with  
the Electric Light.A Stewardess and a duly qualified Surgeon  
are carried.N.B.—To ensure the additional comfort  
of passengers the steamers of the Company  
have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, June 11, 1904.

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER RENAL.FROM BOMBAY, COLOMBO AND  
STRAITS.

CONSIGNEES of Cargo by the above-  
named Vessel are hereby informed  
that their Goods are being landed  
and placed at their risk in the Hongkong and  
Kowloon Wharf and Godown Company's  
Godowns at Kowloon, where each consignment  
will be sorted out Mark by Mark and  
delivery can be obtained as soon as the  
Goods are landed.

This Vessel brings on Cargo:—  
From London, &c. ex s.s. Australia and  
Syrin.  
From Australia, ex s.s. Myrmora.  
From Ceylon, ex s.s. Japan.  
From Persian Gulf, ex s.s. B. I. S.N.  
and B. and P. S. N. Co's steamers.  
Optional Goods will be landed here unless  
instructions are given to the contrary  
before Noon To-day.

Goods not cleared by the 22nd inst.,  
at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me  
in any case whatever.  
Damaged packages must be left in the  
Godowns for examination by the Con-  
signees and the Company's representative  
at an appointed hour. All Claims must be  
presented within ten days of the steamer's  
arrival here, after which date they cannot  
be recognised. No claims will be admitted  
after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, June 16, 1904.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship Catherine Apear, having  
arrived from the above Ports, Con-  
signees of Cargo are hereby informed that  
their Goods will be delivered from along-  
side.

Cargo impeding the discharge will be  
landed at once at Consignees risk and  
expense. Cargo remaining on board after  
4 p.m. of the 16th June, will be land-  
ed at Consignees' risk and expense into the  
Godowns of the Hongkong and Kow-  
loon Wharf and Godown Company,  
LIMITED.

Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
delivery of their Goods from alongside;  
such Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
the undersigned.DAVID SASSOON & Co., Ltd.,  
Agents.







### Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports .....	Australian (s) .....	Gibb, Livingston & Co.	July 2, at Noon.
Australian Ports .....	Chingtu (s) .....	Butterfield & Swire ..	July 5.



London, &c.	Comorandel (b).....	P. & S. N. Co.	June 14, at noon.
London, Antwerp, &c.	Ceylon (e).....	Do.	June 14, at noon.
Manila, via Saigon	Manila (e).....	Messageries Maritimes	June 28, at 1 p.m.
Manila	Shanghai (e).....	Do. well & Co. Limited	About August 12.
Manila	Zafro (e).....	Shewan, Tomes & Co.	June 18, at 10 a.m.
Manila	Rabi (e).....	Shewan, Tomes & Co.	June 26, at 10 a.m.
Manila	Panama-Suez Canal	Rincones (e).....	June 26, at 10 a.m.
Manila	Manila (e).....	Do. well & Co. Limited	About June 24.
New York, via Suez Canal	St. Fillance (e).....	Do. well & Co. Limited	About July 5.
New York, Suez Canal	Schuylik (e).....	Standard Oil Co.	About July 1.
Shanghai	Shanghai (e).....	Butterfield & Swire	June 20.
Shanghai	Shanghai (e).....	Do. & Co. Limited	June 20, at 10 a.m.
Shanghai	Shanghai (e).....	Butterfield & Swire	June 20.
Shanghai	Shanghai (e).....	Do. & Co. Limited	June 20.



Vancouver (B.C.), & .....	Canadian P'f's R. Co	July 20.
Vancouver (B.C.), & .....	P. & O. S. N. Co.	About June 24.
Yma, S'hai, Moji, Kobo	Secotra (s)	

SHARE LIST.—QUOTATIONS.					
Stocks.	No. of Shares.	Value.	Paid up.	Floating Quotations.	
				Cash.	
BANKS.					
Hongkong and Shanghai Bank Corp.	80,000	£ 185	all	1850, sellers	
National Bank of China, Limited	19,970	£ 10	£ 8	1888, buyers	
	29,955	£ 10	£ 8	1888, buyers	
	750	£ 1	£ 1	1810, buyers	
Do. Founders' shares					
MARINE INSURANCES.					
Canton Insurance Office Co., Ltd.	10,000	£ 250	£ 50	5212	
China Traders' Insurance Co., Ltd.	24,000	£ 83.32	£ 25	562, buyers	
North-China Insurance Co., Ltd.	10,000	£ 16	£ 2	The 624, sales	
Union Insurance Society, Ltd.	10,000	£ 250	£ 100	5340, buyers	

Register.

Weather.	Hongkong Fire Insurance Co., Ltd.	5,000	£	200	0	000, sellers
	DOCKERS.					
	H'kong & Whampoa Dock Co. Ltd.	50,000	£	50	all	\$213, sellers
	G. Co. Farwick & Co. Limited.	6,000	£	25	8 25	\$45, sellers
	New Ansey Dock Co. Ltd.	6,000	£	82	64	\$30, seller-
	S. C. Farman, Boyd & Co. Ltd.	55,700	Tls.	100	Tls. 100	Tls. 156, buyers
	STEAMBOATS, TUGS, ETC.					
	China and Manila S. S. Co., Ltd.	30,000	£	50	£ 50	\$25, sellers
	Douglas Steamship Co., Limited	30,000	£	80	all	\$35, sellers
	H.K. C. and M. Steamboat Co., Ltd.	10,000	£	15	8 15	\$20, sellers
	Indo-China S. N. Company, Limited.	10,000	£	10	all	\$16, buyers
	Star Ferry Company, Ltd.	10,000	£	10	10	\$30, buyers
	Shell Transport & Trading Co., Ltd.	100,000	£	1	£ 1	\$27, buyers & buyers
	do Preference.	100,000	£	10	£ 10	\$5.10
	Taku Tug and Lighter Co., Ltd.	8,800	£	50	Tls. 50	Tls. 35
Shanghai Tug & Lighter Co., Ltd.	200,000	Tls.	50	Tls. 50	Tls. 47, sellers	
do Preference.	100,000	Tls.	50	Tls. 50	Tls. 45, sellers	
REFINING.						
China Sugar Company, Limited	20,000	£	100	a	\$18	
Lunz Sugar Company, Limited.	7,000	£	100	a	\$9, sellers	
Perak Sugar Cultivation Co., Ltd.	7,000	Tls.	50	T 50	Tls. 60, sales	
WHAVERIES.						
	30,000	£	50		\$104, sellers	

Wahlkreis 3 p.	29.66	86	—	—
Dutzlaff...	29.78	67	100	8W
Stamm Pl.	29.88	87	85	S

	Lamb & Robinson	50,000	\$	100	-100	\$168, sellers
	Hongkong Land Investment and Agency Company, Limited.	50,000	\$	100		Ts. 110
	Shanghai Land Investments Co., Ltd.	6,000	Tls.	50	Tls. 50	\$394, buyers
	Kowloon Land and Building Company	52,000	\$	50		
		3,764	Fins.	25	Tls. 25	Ts. 110
	Wei-helwed Land & Building Co., Ltd.	100,000	\$	10		\$12, sellers
	Bumprahay Estate & Finance Co.	50,000	\$	10	\$-24	\$44, sellers
	West Point Building Co., Limited.	12,500	\$	50	\$-50	\$50, buyers
	HK High-Low Tramway Co., Ltd.	1,250	\$	100	all	\$230
	MIDING.					

O. S. James	4 p.	—	—	—	—
Malate	—	—	—	—	—

Société Française des Charbons .....	18,000	Fcs. 250	all	2450
nages de Tonkin. ....	300,000	£	1	18/10
Roubt Aust. Gold Mining Co., Ltd. ....	12,000	£	50	all
HONGKONG & KOWI	2,000	T. 25.50	Tls. 50.	\$137, sellers
Antor House Hotel Ltd., (Nientan) .....	2,000	£	25	\$25
Antor House Hotel Co., Ltd. (S'hai) .....	60,000	£	10	all
DIFPENSAIRIA.	12,000	£	10	\$131, buyers
A. S. Watson & Co., Limited. ....	12,000	£	10	\$10
Watkins Limited .....	7,000	£	10	all
HONGKONG	8,000	Tls. 60	Tls. 50	\$110, buyers
H.K. and China Gas Co., Limited. ....	8,000	£	10	\$10
Shanghai Gas Company, Ltd. ....	30,000	£	10	\$ 5
Hongkong Electric Co., Limited. ....	50,000	£	10	\$10
New Electric (new issue) .....	8,604	£	19/8	£12/6
BRICK AND CEMENT.	2,000,000	£	10	\$10
Green Island Cement Co., Ltd. ....	100,000	£	10	\$10
MISCELLANEOUS.	7,000	£	10	\$10
U's Asbestos Eastern Agency. ....	2,000,000	£	10	\$10
British Asbestos Central Agency. ....	100,000	£	10	\$10
Limited .....	7,000	£	10	\$10
Hk. Steam Water-boat Co., Ltd. ....	10,000	£	10	\$10
Hongkong Dairy Farm Co. ....	5,000	£	10	\$10
Hongkong Ice Company, Limited. ....	2,000,000	£	10	\$10

Gap Rook	22	—	—	—	—
Macao	22	29.65	87	—	BW

	H'kong Rope Manufacturing Co., Ltd.	100,000	10	\$	10	\$34, sellers
	H'kong Cotton Spinning Co., Ltd.	30,000	10	\$	10	\$34, sellers
	E'wo Cotton Spinning and Weaving Co., Ltd.	30,000	10	\$	10	\$34, sellers
	International Cotton Manufacturing Co., Ltd.	10,000	10	\$	10	\$34, sellers
	Laos-King-Mow Cotton Spinning Co., Ltd.	8,000	10	\$	10	\$34, sellers
	Laos-King-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	10	\$	10	\$34, sellers
	Foy She Cotton Spinning Co., Ltd.	20,000	10	\$	10	\$34, sellers
	China Provident Loan Mortgage Co., Ltd.	6,000	10	\$	10	\$34, sellers
	China E'woe Company, Ltd.	60,000	10	\$	10	\$34, sellers
	China E'woe Company, Ltd.	1,200	10	\$	10	\$34, sellers
	Wang P'owei, Ltd.	12,000	10	\$	10	\$34, sellers
	Shanghai and Hongkong Dyeing	1,900	10	\$	10	\$34, sellers

2. **TEMPERATURE** in the shade, in degrees  
Felt.

3. **HUMIDITY**, in percentage of saturation, the

Storage Corporation, Limited	67,500	\$	10	\$	10	50,000,000
Philipps Co., Ltd.	300	\$	600	\$	500	200,000
Alhambra Limited						

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,500	Tls. 250	7 p. annu.	Per.

**VERNON and SMYTH, Share-Brokers.**

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